

Afternoon Session #4

Sustainable Affordable Housing: What Can Policy Makers/Advocates Do?

- Emily Nottingham, PhD

***“Housing Elements of General and Other Jurisdictional Plans:
Developing Policy for Sustainable Affordable Housing ”***

Arizona Department of Housing Workshop

January 21, 2010

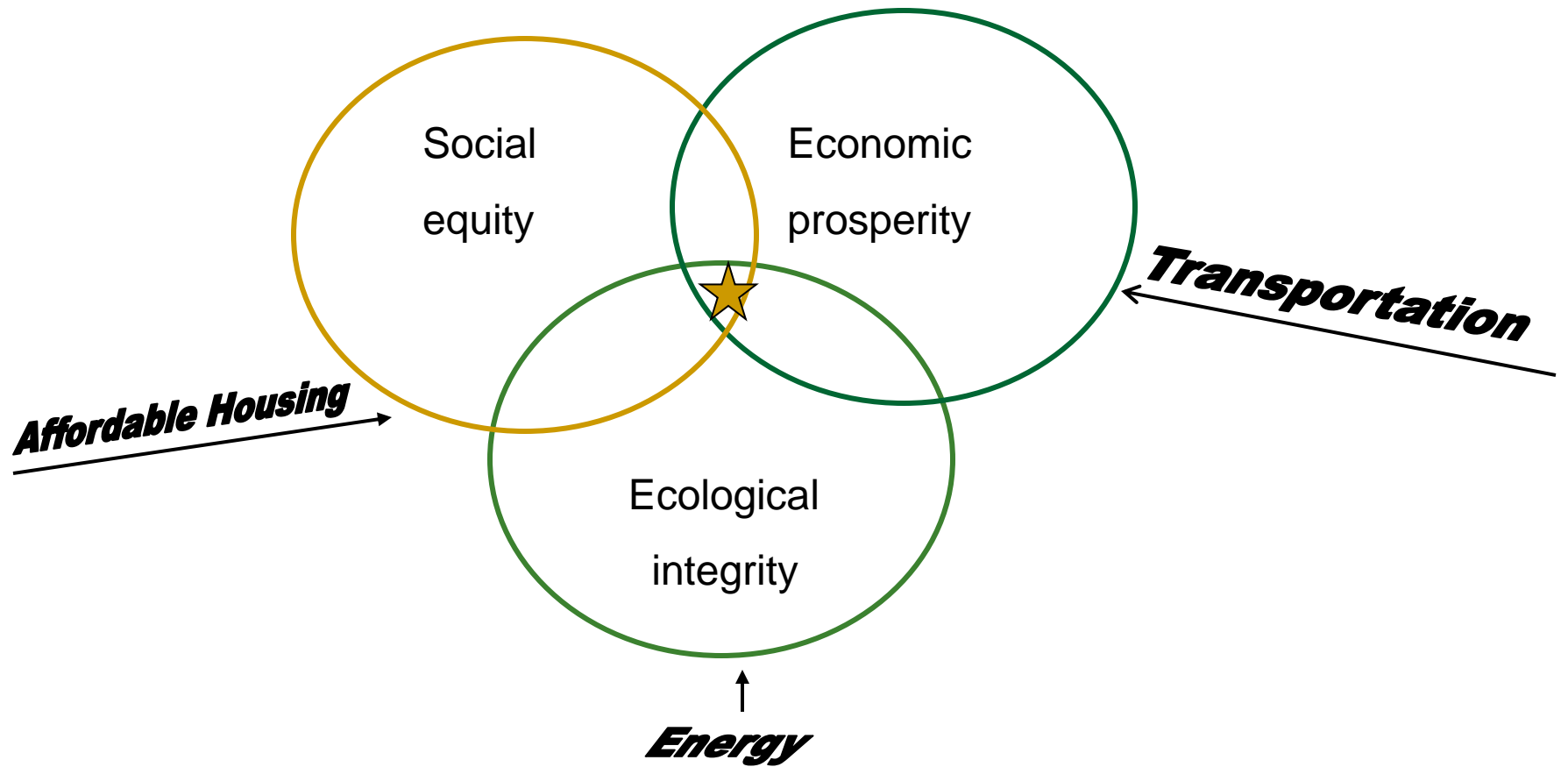


Sustainable affordable housing:



What can policy makers/advocates do?

Emily Nottingham



Housing for families and communities today and tomorrow.

■ Housing:

- ❑ Close to shopping, work and/or school
- ❑ In good repair
- ❑ Energy efficient
- ❑ Affordable
- ❑ Mix of housing types for diverse families
- ❑ Adaptive reuse of existing buildings

■ Transportation

- ❑ Complete streets (bike paths, sidewalks)
 - ❑ Connected streets
 - ❑ Transit/car-sharing mechanisms
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Planning at the Federal Level

- June, 2009: HUD – Transportation – Energy Sustainable Communities Partnership Agreement
 - Goals:
 - ❑ Increased transportation choices
 - ❑ Promote affordable housing
 - ❑ Enhance economic competitiveness
 - ❑ Support existing communities
 - ❑ Coordinate policies/leverage investment
 - ❑ Value communities and neighborhoods
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HUD/Transportation/Energy Sustainable Communities Partnership

■ Actions:

1. Enhance integrated planning and investment
 2. Provide vision for sustainable growth
 3. Redefine housing affordability and make it transparent
 4. Redevelop underutilized sites
 5. Develop livability measures
 6. Align DOT, EPA and HUD programs
 7. Undertake joint research
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HUD 2010 Approved Budget

Sustainable Communities Initiative

- \$150 million set aside in HUD-CPD budget for the new Sustainable Communities Initiative
 - \$100 million for Regional Integrated Planning Grants “to support the linking of transportation and land use planning,” (At least 25 million for areas less than 500,000.)
 - \$40 million for Community Challenge Planning grants “to foster reform and reduce barriers to achieve affordable, economically vital, and sustainable communities.”
 - \$10 million to a joint HUD-Transportation research effort
 - Secretaries of HUD and Transportation to jointly establish grant criteria and performance measures.
 - Other potential in 100 million “Energy Innovation Fund” and portions of “Transformation Initiative” funding.
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US DOT Livable Communities Initiative Funds

- **Tuesday, December 1, 2009**
U.S. Transportation Secretary Announces \$280 Million for Streetcars
First Funds for Administration's Livability Initiative Will Create Jobs
 - \$280 million -- urban circulators (streetcars, buses, and bus facilities) to support communities, expand business opportunities and improve people's quality of life.
 - \$130 million (25m per project) in unallocated discretionary New Starts/Small Starts Program funds for streetcars and other urban circulator systems. Priority will be given to projects that connect destinations and foster the redevelopment of communities into walkable, mixed use, high-density environments.
 - \$150 million in unallocated discretionary Bus and Bus Facility funds for projects that foster the preservation and enhancement of urban and rural communities by providing new mobility options which provide access to jobs, healthcare, and education, and/or contribute to the redevelopment of neighborhoods into pedestrian-friendly vibrant environments.
 - The Federal Transit Administration (FTA) plans to announce grants early in 2010.
 - First batch of funding by the Obama Administration for its Livability Initiative, (joint venture of the U.S. DOT, (HUD) and EPA).
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Federal Actions, September 2009

- EPA website – potential zoning and land use ordinance revisions.
- http://www.epa.gov/smartgrowth/essential_fixes.htm.



State Actions

- California: Metropolitan Planning Organizations required to plan housing and transportation to reduce greenhouse emissions (Senate Bill 375)
- Arizona: Statutes mandate Smart Growth initiative for municipalities and counties.

Arizona Smart Growth scorecard: Does your general/comprehensive plan address the following housing issues: elimination of substandard dwelling conditions, the improvement of housing quality, variety and affordability, provision of adequate sites for housing and identification and analysis of existing and forecasted housing needs?

Regional actions

- Envision Utah (Chapter Two, Housing Needs)
- Imagine Greater Tucson

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Meeting Housing Needs

The Role of Housing

► Quality design is paramount for small-lot and yard-free housing to be compatible with standard single-family homes and community expectations.

Shelter is among the most basic of human needs – we cannot live without it. Yet in most modern societies housing is much more than just shelter – it expresses many cultural values held by the occupants. In addition, a government's laws and ordinances may direct the style and location of housing. In Utah, as in most of the United States, housing is constrained by many local and state laws, contained primarily in zoning and building codes. Where and how new housing is built in turn drives many other aspects of our lives and can create a domino effect of changes and important livability decisions.

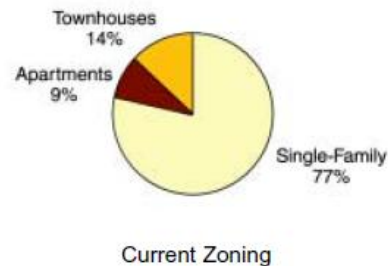
In the Greater Wasatch area, new housing is frequently built on former farm or ranch lands. Rooftops and pavement are built, which increase storm runoff and create the need for an urban storm drainage system. Modern sewer and water systems must be built. New residents require police, fire-fighting, schools and other services. New roads must be built, since the majority of these new residents will drive to almost all their destinations. This new traffic also will consume available capacity on existing roads, increasing congestion and emitting additional pollutants.



One can hardly tell, but a glance at the sign reveals that this building in Bend, Oregon is occupied by a small retail shop on the main floor with a housing unit above.

Envision Utah ■ Urban Planning Tools for Quality Growth

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Local/Regional planning opportunities

- General/Comprehensive Plan updates
 - Consolidated Plan updates
 - Transportation Plan updates
 - Local visioning processes/groups
 - Regular land use code/ building code/subdivision revision processes
 - Advocacy by Housing Commissions/coalitions for State wide changes
 - Funding decisions: CDBG/LIHTC/HOME/Use of public land
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What are the planning opportunities to create sustainable affordable housing?

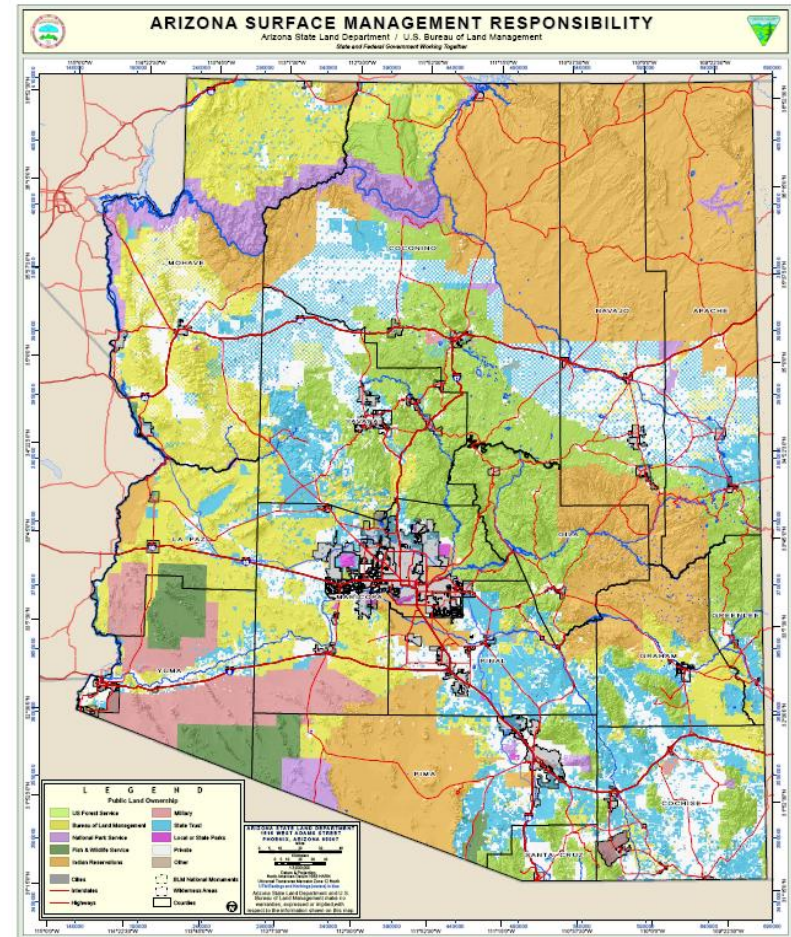
- 9 principles
- Numerous opportunities



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#1 Use Land Wisely

- 9.2 million acres of State Trust Land.



Use Land Wisely:

Reuse of surplus public property



Sustainable Planning Principles/ Opportunities

■ #1: Use Land Wisely:

- Conservative approach when converting land to urban uses.
- Identify priority development areas where future growth can be channeled at sufficient density to take advantage of existing infrastructure.
- Revisit setback requirements in zoning code.



Planning principles/opportunities

#2 Reinvest in existing urban structures

- Prioritize housing rehab with CDBG/HOME and other funding sources, including rental rehab.
 - Revise current housing rehab programs to include weatherization, energy appliance upgrades.
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Rental Rehab

QT-H7. Year Structure Built and Year Householder Moved Into Unit: 2000

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

Geographic Area: United States

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/ten/data/notes/c2k0sf3.htm>.

Subject	Number	Percent
TENURE BY YEAR STRUCTURE BUILT		
Owner-occupied housing units	68,816,613	100.0
Built 1999 to March 2000	1,740,646	2.5
Built 1995 to 1998	5,914,129	8.5
Built 1990 to 1994	5,756,320	8.2
Built 1980 to 1989	11,001,379	15.8
Built 1970 to 1979	12,260,326	17.6
Built 1960 to 1969	9,146,099	13.1
Built 1950 to 1959	9,334,476	13.4
Built 1940 to 1949	4,727,489	6.8
Built 1939 or earlier	9,935,649	14.2
Median	1971	(X)
Renter-occupied housing units		
Built 1999 to March 2000	445,111	1.2
Built 1995 to 1998	1,846,103	5.2
Built 1990 to 1994	2,052,015	5.8
Built 1980 to 1989	5,672,973	15.9
Built 1970 to 1979	7,308,622	20.5
Built 1960 to 1969	5,356,867	15.0
Built 1950 to 1959	4,264,793	12.0
Built 1940 to 1949	2,916,774	8.2
Built 1939 or earlier	5,800,330	16.3
Median	1969	(X)

Planning principles/opportunities

■ #3 Reinvest in existing urban neighborhoods

- ❑ Make streets in older neighborhoods more livable
sidewalks, trees, shaded bus stops, bike lanes. Clear paths to bus stops.
 - ❑ Encourage adaptive re-use of underutilized property for housing/trip generating uses.
Do you have a rehab code?
 - ❑ Identify vacant land for infill development.
Prioritize funding for its purchase for affordable housing.
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Drachman Institute

Planning principles/opportunities

- #4. Expand access to economic opportunity
 - Support affordable rental housing near hospitals, air force base, university, community colleges or other major employers.
 - Support employer assisted housing programs based on proximity to employer.
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Not to Scale

NOTE:

*This plan is a graphical representation.
This site plan conceptual.*

Sinclair PAD Illustrative Site Plan
March 6, 2006



MINI-MAJOR TENANT ELEVATION



Planning principles/opportunities

- #5. Encourage a mix of uses and housing choices within neighborhoods.
 - Require an affordable housing/ housing choice strategy as part of major rezonings.
 - Land use planning actions:
 - transfer of development rights programs,
 - carbon emission impact fees,
 - revisions to land use codes.
 - Lead by example: Planning for new public facilities (such as libraries) build housing on top.



Blanche Johnson Homes, Silverlake Park, Tucson

Planning principles/opportunities

- #6. Encourage core and first ring suburbs to develop sense of place/enhanced vision.
 - Encourage inclusive neighborhood associations
 - Encourage neighborhoods to have a name, unique street signs, entry markers
 - Encourage asset mapping through workshops
 - Support community development plans that identify compact development options
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Planning Principles/Opportunities

- #7. Use transportation improvements to plan for housing
 - Street widenings:
 - *Are opportunities for residential development on arterials being assembled/planned for in corridor studies? Could affordable housing be made an eligible HURF expense?*
 - Transit build out.
 - *Are convenience services, housing encouraged near rail/bus stops? Are parking requirements reduced, for example, and density encouraged?*

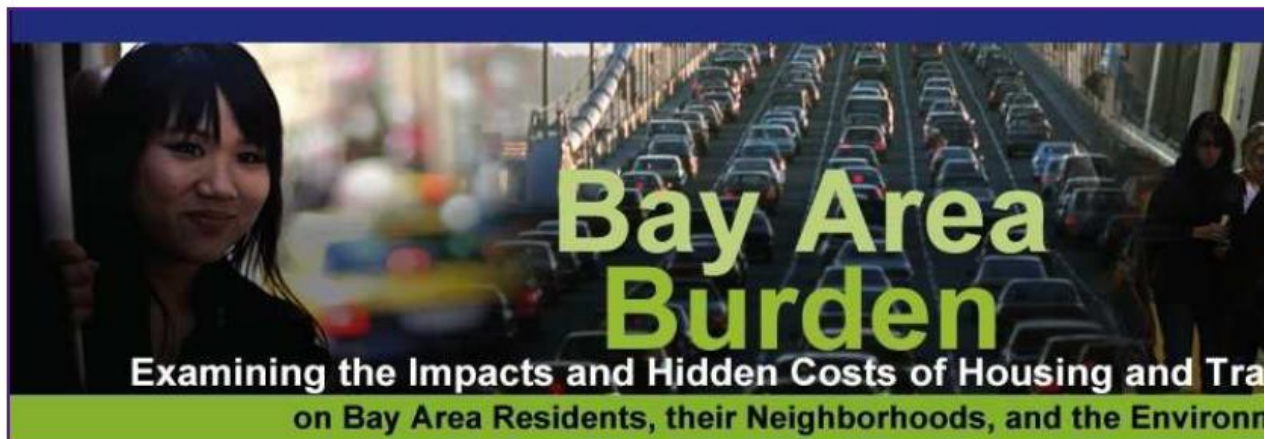


Adopt principles to guide road widening impacts on housing.



Planning Principles/Opportunities

- #8. Bring housing and transportation affordability planning to the consumer.
 - ❑ Prepare and analyze Housing plus Transportation Index for your community.
 - ❑ Provide tools to housing counselors.
www.bayareabuden.org.
 - ❑ Advertise location efficient neighborhoods, perhaps on the City's website.
 - ❑ Find out how to qualify for location efficient mortgages, and work towards that goal.
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Housing + Transportation Calculator



[Introduction](#) | [Calculator](#) | [Help](#)



Enter a New Address: (street name, intersection, or at least a zip code)

Planning Principles/Opportunities

- #9. Put your money where your mouth is.
 - Fund affordable housing developments that are location and resource efficient
 - Fund transportation improvements that support sustainable affordable housing.



Principles

1. Use land wisely
 2. Invest in existing structures
 3. Invest in existing neighborhoods
 4. Expand access to economic opportunity
 5. Encourage a mix of uses and housing choices within neighborhoods.
 6. Encourage core and first ring suburbs to develop sense of place/enhanced vision.
 7. Use transportation improvements to plan for housing
 8. Bring housing and transportation affordability planning to the consumer
 9. Put your money where your mouth is.
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So---



- Housing matters to the family and the community
 - Housing cannot be approached in a vacuum
 - Planning for Transportation, Energy Use and Housing together helps create housing and communities affordable for the long term.
 - Housing planners must be at the big table.
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